

# New Zealand Rolls-Royce & Bentley Club Inc

Issue 13-5, 2013





## NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

The Bentley badge and Bentley name are registered trademarks of Bentley Motors Limited.  
The Rolls-Royce badge and Rolls-Royce name are registered trademarks of Rolls-Royce plc.



### NATIONAL EXECUTIVE

**CHAIRMAN** Rob Carthew  
85A Wharewaka Road, Taupo  
Phone 07 377 4117  
Email [watcher@pl.net](mailto:watcher@pl.net)  
**IMMEDIATE PAST CHAIRMAN**  
Michael Midgley  
RD 1, Culverden, Nth Canterbury 7391  
**SECRETARY** Naomi Neill  
P.O. Box 616, Gisborne 4040  
Phone 06 867 1676  
Email [diknomi9@gmail.com](mailto:diknomi9@gmail.com)  
**TREASURER** Philip Eilenberg  
3B 21 George Street, Parnell, Auckland  
Phone: 09 374 5901 or Mobile 021 928 041  
Email [peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)  
**MEMBERSHIP REGISTRAR** Clive Edmonds  
156 Hill Road, RD2, Napier 4182  
Phone 06 836 6644  
Email [clivedmonds@yahoo.com](mailto:clivedmonds@yahoo.com)  
**TECHNICAL LIAISON OFFICER**  
Post WW2 Roy Tilley  
204a Waiwhetu Road, Lower Hutt  
Phone 04 566 0850 Fax 04 586 2937  
Email [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)  
**TECHNICAL LIAISON OFFICER**  
Pre WW2 Eddie Riddle  
1 Wickliffe St, Mosgiel 9024  
Phone 03 489 5774  
Email [edjoyr@xtra.co.nz](mailto:edjoyr@xtra.co.nz)  
**MAGAZINE EDITOR** Tom King  
191 Sparks Road, Christchurch 8025  
Phone 03 339-8309 or Mobile 0275 880 767  
Email [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)  
**WEB MASTER** Bruce Gordon  
Phone 09 834 0570 or Mobile 0221 074 6355  
Email [bruce@webexpress.co.nz](mailto:bruce@webexpress.co.nz)  
**NATIONAL EVENTS CO-ORDINATOR**  
Vicki Newbegin  
44 Purau-Port Levy Road  
RD2 Diamond Harbour, Canterbury 8972  
Phone 03 329 3346 or Mobile 021 988 956  
Email [vjn@xtra.co.nz](mailto:vjn@xtra.co.nz)

### NORTHERN REGION

**CHAIRMAN** Glynn Williams  
24 Franklin Road, Freemans Bay, Auckland 1011  
Phone 09 378 7632  
Email [williamsgg24@gmail.com](mailto:williamsgg24@gmail.com)  
**SECRETARY** Peter Morelli  
Phone 09 575 9351 or Mobile 021 676 278  
Email [pnam@ihug.co.nz](mailto:pnam@ihug.co.nz)

### CENTRAL REGION

**CHAIRMAN** Roy Tilley  
204a Waiwhetu Road, Lower Hutt  
Phone 04 566 0850  
Email [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)  
**SECRETARY** Wendy Bryce  
156 Hill Road, RD2, Napier 4182  
Phone 06 836 6444  
Email [christinewbryce@yahoo.co.nz](mailto:christinewbryce@yahoo.co.nz)

### SOUTHERN REGION

**CHAIRMAN** Keith Hunter  
1/12 Heywood Terrace, Richmond, Christchurch 7391  
Phone 03 366 4484 or Mobile 0274 355 220  
Email [kmacdh@xtra.co.nz](mailto:kmacdh@xtra.co.nz)  
**SECRETARY** Tom King  
191 Sparks Road, Christchurch 8025  
Phone 03 339-8309 or Mobile 0275 880 767  
Email [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)

### NEXT MAGAZINE:

Deadline for receipt of all material for Issue 13-6 is 22 November 2013.

(Front Cover)

Philomena McIlroy's photo of 60ZG's mascot and The Matterhorn during the Rolls-Royce Enthusiasts' Club Centenary Alpine Trial, viewed from the Italian side.

(Back Cover)

David Merryweather's photo of Club cars at Lake Ohau Lodge

## Membership

MEMBERSHIP of the New Zealand Rolls-Royce & Bentley Club Inc is open to anyone with an interest in these two distinguished marques, whether or not they are the owner of a Rolls-Royce or Bentley. Your Membership SUBSCRIPTION includes the Club Magazine (6 issues annually), the right to attend all Club events and activities, and to partake in Club management.

**FEES:** Registration Fee \$ 10.00 (once only)  
Membership Fee \$115.00 (annual, reduced to \$100 for prompt payment)  
Family membership \$ 5.00 (annual)

**CONTACT** Membership Registrar NZ Rolls-Royce & Bentley Club, Inc  
Clive Edmonds, 156 Hill Road, RD2, Napier 4182 Phone: (06) 336 6644 Email: [clivedmonds@yahoo.com](mailto:clivedmonds@yahoo.com) or [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz), then APPLICATION FORM

## Chassis Records

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley chassis (since 1931) through its production at Derby or Crewe, are a valuable resource for subsequent owners. They detail the original order, any special equipment, and the results of tests and inspections prior to dispatch. The records for all cars over 10 years old are held by the RREC in the UK, and copies are available to members of that Club. The number of pages for early cars may be up to 20 or more. Records for a Silver Shadow can amount to even more pages and cost around \$NZ150. To obtain a copy of your car's records, contact the Club's Post WW2 Technical Liaison Officer, Roy Tilley, on 04 566 0850 E-mail [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

## Advertising

Classified advertisements pertaining to Rolls-Royce and Bentley are free to Financial Members who do not deal regularly in Rolls-Royce or Bentley cars or services. All classified advertisements must be submitted to the Editor, Tom King, Phone 03 3398 309, e-mail [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz) 191 Sparks Road, Christchurch 8025. Commercial advertisements will be the subject to a charge to the advertiser. Colour advertisements are charged at \$220 per half page and \$300 for full page, payable to the NZRR&BC Inc.

## Mainland Comment

"Mainland Comment" in 13-4 touched upon the Annual General Meeting of the Federation of Motoring Clubs (FoMC) and some of the topics which were aired during it. A major concern nationally has been an overhauling of the Warrant of Fitness scheme, and progress was noted, although not in any form which would be recognised by the driver of an interesting old car. Your reporter feels quite happy with the present system, where freedom of choice may be exercised as to whether one subjects one's precious old car to the ministrations of an inspector who doesn't look as if he has any appreciation of engineering not produced by anonymous computer software; or a mechanic who knows the car and its drivers, what are the foibles of each, and advises of problems which should be rectified before the next visit in six months. Your reporter knows which regime he prefers, and feels that any extension to a less frequent inspection is a thin edge which may lead to far more forensic inspections with rubber gloves while a car lies "prostrated," so to speak.

Your reporter's 80-plus year old real car has had an electrical problem since a mild rebuild a few years ago, and this has required nifty manipulation of various switches when the nice Warrant of Fitness man is not looking too closely, so that the stop light (this was one of the first cars of this particular marque to feature this frippery) does not seem to go out once the tail light is switched on. An effort to fix this problem, in a spirit of openness, led to a very horrible session which involved transferring grime from the car to the owner, a challenge to said owner's diminishing powers of eyesight and agility, and no result.

The next day was a Sunday, and a lingering cup of coffee was contemplated while the confrontation with the electrical problems was evaded. Help was at hand, in the form of a Derby Bentley which pulled up in the drive-way, and its carer's suggestion of a sallying forth to enjoy the Banks Peninsula Branch of the Vintage Car Club's Balcairn Trial about 40 kilometres north of Christchurch. Fifteen seconds were required for a decision to be made, the cat chucked out, a jacket donned, gumboots forgotten (mistake!) and electrical problems relegated.

Those Derby cars keep up well with modern traffic, and there can be few more pleasant ways to travel along country roads on a fine day, once the challenges to cart-sprung chassis caused by the still earthquake-devastated Christchurch roads have been negotiated. It was not hard to find the farm where the friendly farmer lets the competitors (forty-three of them this year) attempt to climb banks and braes, with the added spice from a particularly wet autumn and winter, and we parked on what seemed a nice level piece of turf.

The cars varied from a quite early Model T Ford, a very early Pontiac chassis, British Ford and Morris-based "Specials", to many variations upon Herbert Austin's immortal Seven. These included quite respectable Chummy and Ulster-ish forms, through devices which made one remember the description of the late William Boddy's Gwynne 8 Coupé ("so rude that it should be made to wear a skirt") to a very sophisticated effort which had competed here a few years earlier in its original form of Austin Ruby Saloon. The body has gone to help in the restoration of another car, and the chassis has had two ex-NATO Coventry Climax overhead camshaft engines mounted, driving through one gearbox through drive shafts and universal joints operating just on, or beyond, their capabilities. Both engines have been timed to fire more or less together, so the effect is of a lusty four-cylinder engine rather than a straight-eight.

Have I mentioned the mud? My shoes have dried out nicely now, thanks, and I have great hope that a session with shoe polish will mean that they will be able to venture into polite society again one day.

## COMING EVENTS - refer also to our Web Site [www.nzrrbc.org.nz](http://www.nzrrbc.org.nz)

### NORTHERN REGION

**Saturday/Sunday 28/29 September: Spring run to Russell.** Staying at Duke of Marlborough Hotel.

**Tuesday 12 November: Northern Region AGM & Christmas Dinner** at Totara Restaurant, 249 State Highway 17, Old Albany Village.

### CENTRAL REGION Combined with NORTHERN REGION

At Lakeland Resort, 282 Lake Terrace, Taupo.

#### DRAFT PROGRAMME

<b>Friday 25 October</b>	6.00	<b>Casual drinks</b> in House Bar, Lakeland Hotel.
	7.00	Dinner. Own arrangements
<b>Saturday 26 October</b>	11.00	<b>Casual coffee.</b> Sailing Club, 2 Mile Bay; Walk from hotel.
	11.30	<b>Lake Cruise</b> to rock carvings on MV <i>Frolic</i> , weather permitting, from 2 Mile Bay Sailing Club wharf
	2.45	<b>Afternoon tea</b> and coffee, Lakeview Room, Lakeland Hotel.
	3.30	<b>Display Rolls-Royce/Bentley cars.</b> 2 Mile Bay car-park.
	5.30	<b>Happy Hour and Private Aircraft display.</b> At IZARD Pacific Aviation Ltd Ph: 3787835 1105 Anzac Memorial Drive, Taupo Airport.
	7.00	Dinner. Own arrangements
<b>Sunday 27 October</b>	9.00	<b>Mini Rally.</b> Departing Lakeland Hotel
	9.30	<b>L'Arte Cafe and Sculpture</b> 255 Mapara Road, Acacia Bay Morning coffee available.
	10.15	Depart L'Arte for The Point
	10.30	<b>Private Car Collection</b> visits. The Point, Acacia Bay
	11.30	Depart The Point.
		<b>Mini Rally continues</b> via Mapara, Poihipi, Oruanui, Link, SH1 to Palmer Mill
	12.15	<b>Catered Lunch.</b> Mystery Venue, Palmer Mill Road
	1.00	<b>Safari Tour</b>
	2.30	Depart Safari Park
	2.45	<b>Lava Glass</b> SH5. Glass-blowing demonstration accompanied by Devonshire Tea (New glass sculpture garden may be open at extra \$5.00 per head)
	3.45	Depart Lava Glass for Aratiatia Rapids
	4.00	<b>Aratiatia Rapids</b> viewing
	4.30	Return to Rally HQ, via Aratiatia Road, SH1 bypass, SH 5
	5.00	<b>Free live music</b> at 2 Mile Bay Sailing Club to be confirmed
	6.30	<b>Pre Dinner Drinks</b> House Bar Lakeland Hotel.
	7.30	<b>Official Rally Dinner</b> Lakeview Room, Lakeland Hotel.
<b>Monday 28 October</b>	10.30	<b>Graham Moeller Art Gallery</b> Heu Heu Street Taupo
	11.00	<b>Casual coffee</b> at Robert Harris

#### Discounted Scenic Flights

Courtesy of Club member Richard IZARD and his company, IZARD Pacific Aviation Limited, we have been offered discounted scenic flights for club members and their guests during this weekend. Please make all enquiries direct to Richard at either IZARD Pacific Aviation Limited (phone 3787835) or at his residence (phone 3784108).

#### Registration

Registration for the rally is with Wendy Bryce of Central Region.

Wendy may be contacted on [christinewbryce@yahoo.co.nz](mailto:christinewbryce@yahoo.co.nz), telephone 06 8366444

Registration should include car details, plus a space for indicating interest in the cruise and scenic flights. **Final date for registration**

#### Friday 18<sup>th</sup> October

**Cost:** There is a cost of \$ 95.50 per head to register, covering the following:

Saturday afternoon each Lakeland	7.50
Mystery Safari	20.00
Catered seated luncheon at Safari venue	16.00
Lava Glass glassblowing display and Devonshire tea	10.00
Official Rally Dinner three course set menu	42.00

Some wine on tables at dinner (Central and Northern)

**Other events:** The proposed Lake Cruise, private home vehicle displays, aircraft display and happy hour at the airport are provided free of charge courtesy of Taupo based Club members.

Live music on the edge of the lake on Sunday evening not guaranteed, depending upon musicians present.

Art Gallery Visit on Monday to be confirmed by the artist. Robert Harris coffee shop is adjacent, where we will bring the rally to a close.

### CENTRAL REGION

**Saturday/Sunday 23/24 November: Central Region AGM** in the Wairarapa; further details to be advised

### SOUTHERN REGION

**Canterbury Show Weekend Friday 15 to Sunday 17 November: Our Traditional Long Touring Weekend.** The Committee, at the meeting on 18 August, decided that this will be based on the Otago town of Lawrence. We have had helpful suggestions from our southern Southern Region members, and will be following these up during the weeks ahead.

We have been in touch with Marie and Dennis Kean at the Marama Lodge there, and they have offered to co-ordinate our accommodation requirements, for the Lodge and Town Houses. Please contact them directly at [marama.k@xtra.co.nz](mailto:marama.k@xtra.co.nz) or (03) 485 9638. The Lodge tariff is \$45 to \$55 per person, plus breakfast if required, and they also do a buffet dinner at \$40 plus tea or coffee on a b.y.o. drinks basis.

The Town Houses sleep 6 in each, with 3 bedrooms (2 doubles and 1 twin) with 2 bathrooms at \$55 per person.

The cafés in Lawrence are The Wild Walnut and Coffee Mine for lunches, and The Prospector, Gabriel's, and the Coach and Horses do evening meals as well.

For those of us able to crib an extra day or two, and start from Dunedin on Friday 15 November, David Thomson in Dunedin has suggested that we meet for dinner on **Thursday 14 November. Please indicate if you will be able to attend dinner in Dunedin.**

Peter McPherson writes with many helpful suggestions for those able to extend a Southern Stay beyond Sunday 17 November, including a journey through the Catlins to Invercargill, and a visit to the Richardson Truck Museum, where there are over 200 trucks, including Jim Cooper's car collection, although it may not be on display by then. The West Otago Show at Tapanui is on that weekend so accommodation at The Heartland Hotel, Croydon will be scarce. This was one of the reasons we chose Lawrence as our base, despite the accommodation being below 4 stars.

We have a visit to The Croydon Aeroplane Company at Mandeville organised for **Saturday 16 November**, where Colin and Maeve Smith will be pleased to show us around their restoration facilities. The excellent Moth Café will be open, too. John Tremain at Mandeville has a collection of forty or more cars of various makes, including a number of Model A Fords.

Our **Southern Region Annual General Meeting** will take place during that weekend.

**Invitation Event: Sunday 13 October, Bentley Drivers Club Run to Opihi Winery**

Ron Hasell, our long time Bentley Drivers Club friend, writes: "We are having a run to Opihi Winery in South Canterbury between Pleasant Point and Geraldine on Sunday 13 October, and we wish to extend an invitation to your Bentley members to join us. We are meeting at Air Force Museum Car Park at 9.45 am for a 10am start. Would those interested in joining in please contact Ron Hasell at email [ronhasell@clear.net.nz](mailto:ronhasell@clear.net.nz) or Phone 03 9421105 with numbers by 6 October. Thanks, Ron."

# The 2014 Annual General Meeting



*This is the view of Akaroa Harbour which greets the viewer from Hilltop on a typical autumn morning.*

The Southern Region has volunteered to organise the 2014 Annual General Meeting Weekend, timed to coincide with the long weekend which Anzac Day on Friday will bestow. Preliminary work has established the venue as Akaroa, the picturesque small town and former French colony about an hour's drive from Christchurch. That proximity will enable a shuttle service in local members' cars to visitors from other Regions who are not bringing their cars. Alternatively, this would be a good time for members of other Regions to start organising a South Island Tour to coincide with 25 to 27 April 2014.

Full details are on the Club's website [www.nzrrbc.org.nz](http://www.nzrrbc.org.nz) but the format will be as follows:

**Friday 25 April 2014:** Registration, Welcome, and Drinks before Dinner at the Grand Hotel, Rue Lavaud, Akaroa

**Saturday 26 April:** Banks Peninsula Tour, Annual General Meeting and Dinner at the Grand Hotel

**Sunday 27 April:** Farewell Lunch at French Farm Winery on Akaroa Harbour

## Chairman Rob's Column

Our new website has been up and running for a while now, and Webmaster Bruce has ironed out the teething bugs. Now we are looking for more content, particularly information about, and photos of, members' cars and outings. So, if you have anything you would like to add, please contact Bruce directly. We can accommodate a vast amount of information, which could then be available to all to enjoy.

Regional Annual General Meetings are due to be held within the next three months. Have you thought what you may be able to add to your enjoyment of the Club by becoming a member of your local Regional Committee? I have noticed quite an upsurge in regional activities over the last two or three years, and I am sure members' experiences are considerably enhanced by becoming involved.

Spring is now upon us, and if you haven't been to an event recently what better time of the year to do so?

Cheers, Rob.

## We Welcome the Following New Members

Arthur and Clare Malcolm  
54 Acacia Ave  
Christchurch 8041  
'Phone (03) 348 9814

Tony, Dale and Scott Milne  
278 Gore St  
Bluff 9814  
'Phones (03)212 7506  
0274 620 152

Rodney and Anne Hutchison  
119 Vaughans Rd  
Okura  
RD2, Albany 0792  
'Phones (09) 473 7678  
0274 842 377  
[rhutchison@kga.co.nz](mailto:rhutchison@kga.co.nz)  
1934 3½ litre Bentley  
Chassis B87BL

Harry and June Claydon-Roberts  
237 Vipond Rd  
Stanmore Bay  
Whangaparaoa 0932  
'Phones (09) 424 0414  
027 296 3779  
[harryandjune@xtra.co.nz](mailto:harryandjune@xtra.co.nz)  
1991 Silver Spirit II  
Chassis SCA2500AOMCH34677

1972 Silver Shadow  
Chassis SRH12285

1972 Silver Shadow  
Chassis SRH14176

## Club Members' Advertisements

**1969 Silver Shadow** with "lucky" personalised plate RR6886 - RR for the make, 6886 for the 6,886th Silver Shadow off the production line. NZ new, for a Christchurch buyer in 1969. Very original - original carpets still in great order (covered with a replaceable upper layer), feeler gauges still in original tissue paper. Car was originally all silver but the roof was redone in black by the previous owner about 20 years ago, stripped down for a full repaint at the time. Michelin thin white stripe walls. Sundry spares and accessories - lamps, oil filter, grease gun attachment, copies of workshop manuals, etc. Towbar provided but not fitted (has not been on car under current ownership). 87,000 miles on the clock. Current owners 7½ years, selling for the usual reason - too many cars, and two other "toys" currently under restoration. Asking \$30,000 with new Wof and registration (effective Sep 2013). Phone (04) 528-3281, e-mail [martin\\_purdy@ihug.co.nz](mailto:martin_purdy@ihug.co.nz)



**FOR SALE: 1971 T Type Bentley** Chassis SBH10636, New Zealand new, good service history. Original Desert Sand over Astrakhan paint, Navy Blue interior in mint condition. Asking price \$30,000. You won't find one better Tom King (03) 3398 309 [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)

**FOR SALE: 1976 Chestnut brown Silver Shadow**, Purchased from Majestic Motors, imported from UK 1980.

Last owner 15 years, recent maintenance includes all brakes, drive shaft universals, front stub axles. 142,000 miles. Plate 1RRSS1 included, \$18,000 o.n.o. Phone Colin Trowbridge (06) 7657044 [c.c.crow@xtra.co.nz](mailto:c.c.crow@xtra.co.nz)

**FOR SALE: 1970 Black** over Tudor Grey Silver Shadow, very good condition with Red interior, recent battery and tyres. Phone Tiddley Cox, (06) 7522525

**FOR SALE: 1978 SILVER WRAITH II** Black Everflex roof over Silver Chalice, all original, one of 4 in NZ with aesthetically pleasing extra length. First registered London November 1978, bought by present owner in 1986, 21,000 miles; now 74,830 miles. Enquiries: Roger Lloyd 'Phone (04) 4772527



## Regional Reports - Southern Region Lake Ohau Weekend

To quote from our magazine 06-4, "Bruce McIlroy had the idea for a somewhat different mid-winter dinner for the Southern Region this year. Instead of lunch or dinner, followed by returning home to routine activities, why didn't we stay at Mt Cook, and have our mid-winter dinner at The Hermitage, where he thought he could negotiate an attractive room rate? The Southern Region committee thought it was a splendid idea; all knew that the setting of The Hermitage in Mt Cook National Park is perfect; some had happy memories of stays there, and some started salivating at the thought of the buffet meals served there. With plenty of notice given, we hoped that our friends from Dunedin would be able to join us, and, because at this time of year it is nice to enjoy a sense of anticipation, we awaited the weekend of 24/25 June with pleasure.

"That was the easy part. Although the journey now takes only a few hours, rather than the three days Rodolph Wigley took from Timaru a hundred years ago in his De Dion, the Weather Office warned us of some nasty weather, and it was not until the Friday morning that the roads were declared clear enough for safe travel.



*A light dusting of snow on WDL43 at Lake Ohau, and icicles too*

"The dumping of snow on 12 June [2006] was unprecedented at this time of year, and its effects on the people who were cut off and otherwise affected will linger for a long time. We heard that the higher moisture content of the early snow, with its increased weight over drier powder snow, was the reason why so many power lines, trees, fences and buildings were damaged.... Stephen Fowler's stock needed his presence, for although the

depth of snow lying on his farm had halved, that was still 45 cm!"

So a tradition was started, and the event attracted entrants from the Northern and Central Regions, as well as from the Southern Region from Canterbury, Otago and Southland. The first few events were held at Mt Cook, and latterly we have been to Lake Ohau, where the Neilson family at Lake Ohau Lodge have seemed to enjoy our company as much as we have enjoyed their hospitality.

There is a bit of an adventure in travelling in the middle of winter to the alpine bits of the South Island, and for each of the eight years we have held the Mid-Winter Run there has been at least a threat of extreme weather likely to affect our event. Your reporter has vivid memories of looking out the window in Ashburton at the veritable blizzard raging while we celebrated Henry Green's 80<sup>th</sup> birthday at lunch one year, and wondering what the weather would be like at altitudes higher than Ashburton's 50 metres; each year the safe arrival of everybody at our destination has been a relief, making the weekend even more of a pleasure.

Organisation tends to be loose, for there is a general antipathy to being part of a procession of trundly old cars, likely to incur the wrath of other users of our roads. With a variety of routes available, the format of meeting at an -ish time at a café, and proceeding in the general direction of our finishing point, has worked well.

This year we were particularly pleased to welcome, from Auckland, David Merryweather in his ex-Vice Regal Silver Cloud II, chassis SRA67, and John Davies, from Mt Maunganui, in his 20/25 Thrupp & Maberly limousine, chassis GXX10. Both these gentlemen and John's friend, Pete from Methven, gathered from his wide data base, added greatly to the fun. The run this year was International too, in that Trish and Ramon Farmer's eldest daughter Michele, currently living in Shanghai, was present with her sons George, Ralph and Oscar, the family having done a loop down through the West Coast, and through the Haast Pass, to join us at Ohau. Martin and Brenda Green's daughter Emma, who first featured in our magazine 04-5, when she was collected from St George's Hospital in the family Silver Wraith H.J. Mulliner Touring Limousine WDL43, was also a delightful presence; these children are the future of our Club, and help to balance those of us who are able to remember events from Quite a Long Way Back. Again, it was a pleasure to have Jean Walls with us, riding in her son Geoff's Mark VI; an indomitable lady who has





*John Davies and crew in GVK10 being bade farewell by Joy and Henry Green, Keith Hunter, and Ramon Farmer*

faced everything life could throw at her, and remains a quietly profound presence at any gathering lucky enough to have her along.

An innovation this year was a quiz organised by Andrew Bain, at which your reporter failed fairly dismally, but the more knowledgeable went home with very nice quaffable prizes, and Andrew and Jeremy also handed out very welcome "Goodie Bags" to all of us. Thank you both.

For those starting from Christchurch, it was a pleasure to escape the 4.5C morning and drizzle; this cleared into a mild and dry day 20 kilometres south, and many of us enjoyed a coffee at Café Mes Amis, at Orari just south of the Rangitata River. From there, routes varied, with one group heading into the Mackenzie Country through Geraldine and Fairlie; another to explore the scene of the first aeroplane flight (and first crash into the gorse hedge which still thrives at the spot) near Waitohi which Richard Pearse undertook 108 or 109 or 110 years ago; and others to take

an interesting route through Cave, then joining State Highway 1 near St Andrews, passing Sullivan Road where it was remembered that the late Jim Sullivan met a Bentley Rally in the early 1980s in his Mark VI Park Ward Drop-head Coupé B119NY, now owned by Richard and Lois Hadfield, to a lunch stop at Nosh, near Waimate. The route then took us through the Waimate Gorge, to the Hakataramea Highway on the north side of the Waitaki River, crossing that major river on the by now very old, and soon to be superseded, bridge, and then into Kurow. It may be remembered that in Kurow in the early 1930s, concern about the living conditions of the Waitaki hydro-electric project caused the local Presbyterian minister Arnold Nordmeyer and his colleagues the school headmaster Andrew Davidson, and local doctor, Gervan McMillan, to come up with principles for social welfare, their ideas being incorporated in the policies of the first Labour Government in 1935. Dr McMillan's son Malcolm is one of our members.

Kurow on a winter Saturday afternoon is a sleepy town, but near there a warm fire was burning at Pasqualé Vineyard, where a tasting of their excellent wines had been arranged. Fortified, and with extra ballast thus aboard, we continued, bypassing Omarama with the local petrol station's apparent goal of selling the world's most expensive petrol, to the turnoff for Lake Ohau. With its spectacular mountain backgrounds, interesting curves lateral and vertical, and good surface, this road has on occasion been closed, the signs being replaced by those in the German language, and used for Mercedes-Benz advertising film. We had to be a little more circumspect, keeping carefully to the LEFT and looking out for four-wheel-drive vehicles, skis atop, on their way home from the day's skiing as the short winter daylight faded.

Eileen spoke to us about her latest book *A Frugal Country, and Hard on the Boots*. Eileen has devoted about six years to this task, which grew from a simple recording of Mrs Mary Weatherall's life in the Ohau area, into a magnificent 508-page hard bound history of the area, which Eileen has published herself, and had printed in Invercargill. The reference is ISBN 978-0-473-22136-2, and the final quarter of its 400 copies are available through Eileen McMillan, Box 102, Twizel. Her account of being unable to trace what had happened to Dougald Matheson, who coined the eloquent phrase which became the title of the book, after he walked off his land there due to the bitter winter of 1895, when the Waitaki River froze; and having one of those who attended a book launching evening in Oamaru standing up to say that he was Dougald



*An almost monochrome study by David Merryweather of SRA67 and SBH10636 at The Hermitage*

Peter and Gwen McPherson were with us, again, from Tapanui in their Silver Spirit, and Mike and Gill Hormann in their Mark VI from Dunedin helped to redress the balance, which this year had Rolls-Royces outnumber Bentleys by 10 to 6. Nobody seemed to stand still long enough to be counted, but there were "about" thirty of us at dinner on Saturday, and, because work beckoned for many on Monday, we were about half that number on Sunday. Lake Ohau Lodge was virtually full both nights; how the staff can feed hundreds of people a night, and retain a feeling of "family" is a gift; to have been doing that now for 23 years shows fortitude.

Malcolm and Eileen McMillan live at Lake Ohau Village, and joined us at Saturday dinner, and after breakfast on Sunday, where

Matheson, grandson of Dougald Matheson, brought the book and the lives of the people who have lived on the land very vividly to us.

It makes our "bit of an adventure" in travelling to our mountains in comfortable cars seem a very small bit...

Aoraki Mt Cook was visible as we arrived on Saturday, but snow fell that night, and the weather was perhaps best enjoyed from behind glass, whether at Lake Ohau Lodge or The Hermitage, although Ramon and Michele took Michele's boys on the walk up to Kea Point, from which they all returned looking, well, braced.

After another good dinner and a comfortable night, it was time to head home, suitably fortified against whatever else winter is likely to throw at us.





*Jeremy Evans's photo of Geoff Walls's Mark VI Bentley B274MD at one of the stops on the Lake Ohau Weekend*

## **Southern Region Spring Run 15 September by Geoff Walls**

Compulsory viewing of the America's Cup action no doubt turned the planned breakfast at Pukeko Junction Cafe into a coffee stop only. However, pleasant and all that it was, seven cars headed northwards towards Pegasus Bay Winery on a glorious spring morning, witnessing amongst the brilliant early colours, the havoc that had been caused throughout Canterbury by the recent nor' west storm, and the huge amount of tidying up work that now confronts property owners in the area.

Pegasus Bay Winery is where the Donaldson family, pioneers of the Wine Industry in Canterbury, have developed a unique looking property, and we were able to sample and/or purchase many of their fine and award winning wines.

From here we headed towards Cheviot, and the site of the Cheviot Hills Station Homestead, where, whilst we lunched under some magnificent trees and in near perfect conditions, Martin Vincent gave a most interesting talk on "Ready Money" Robinson, who

established the property, how he served the Country nationally and locally, and how these early run-holders endured those early times, and the conditions that they faced. From there we headed to Gore Bay and Port Robinson and the Hurunui River mouth, all new ground for the writer, and then along the Blythe Valley road, unsealed but smooth, conditions the Mark VI seems to enjoy, and then towards Motunau Beach, where we turned right to join Highway 1 briefly at Greta Valley, before heading west to Scargill and then South again down the Waikari River Valley to Waikari for a coffee stop and then back on to Highway 1 to Christchurch.

Our thanks go to Jeremy Evans for co-ordinating our stopping off points, particularly the Cheviot Hills Station Reserve, and to Martin Vincent for his research on the same.

It was a stunning Spring Day for a country drive, and enjoyed by those who attended; maybe one for our Annual Calendar?



*Southern Region picnickers at Cheviot Domain, North Canterbury*

## The 2013 Alpine Trial Celebration



*The three New Zealand cars arrived near Felixstowe, Suffolk, and after a difficult drive in heavy traffic they travelled to Dover and the train which would take them into France, and very quickly. This, at Dover Castle, was the first experience of "Parc Blanche" where they were almost begged to park in front of the most photogenic landmark, sometimes in return for a photograph, and often with no local regard for traffic hold-ups.*

This article has been written with the help of Bruce McIlroy's memories of the recent event, Philomena McIlroy's daily log and photographs (except where otherwise credited), the Tour Brochure compiled by the Rolls-Royce Enthusiasts' Club for the event, and the RREC's detailed Route Book, along with some historical research from various sources including *The Sports Car* by John Stanford (Batsford, London 1957), *The Magic of a Name* by Harold Nockolds (Foulis, London 1938) and Tom Clarke's definitive article on James Radley from *The Roycean Number 4*.

Before considering the 2013 Alpine Trial, we should remember the importance of the original events one hundred and more years ago.

From the dawn of motoring at the end of the 19<sup>th</sup> Century drivers engaged in competition, racing between European cities, and with more and more power available on these sketchily braked and steered behemoths, the lack of appreciation by the populace of the speeds possible meant that disasters occurred, culminating in the banning of town to town races after the first day of the 1903 Paris to Madrid race. From 1906 racing took place on closed circuits as the Grand Prix, held at various French venues up until World War One, but there was a parallel movement for competition among touring cars, with regulations stipulating engine size and four-seater coachwork, and organised by the various European Automobile Clubs. The prestige of victory was enormous, and the hope of prospective sales to the wealthy followers of the new sport led companies such as Panhard and Darracq in France; Mercedes, Horch, Daimler, Opel and Benz in Germany; Austro-Daimler in Austria; Métallurgique and Minerva in Belgium; Isotta-Fraschini and FIAT in Italy; and Hispano-Suiza in Spain, to compete in these trials. Royal patronage from Prince Henry of Prussia, himself an enthusiastic competitor and mechanic, also helped...

Rolls-Royce Motors took up the competition challenges, par-

ticularly during the years before the Hon. C.S. Rolls was killed in a flying accident in 1910, winning the Tourist Trophy in 1906, and competing with distinction in various Trials in Britain, as well as winning the 1911 Prince Henry Trial with N.C. Neill driving one of four Silver Ghosts which competed.

Early cars were difficult to drive. Chauffeurs often had been previously employed to look after the horses and carriages, and in those days where no driver's licence was required, an owner-driver could turn left out of the automobile showroom, and learn as he went. Gear changes were a particular challenge. "It is brutal, but it works" was the English translation of the sliding cog mechanism's developer, Emile Levassor. Avoidance of gear-changing meant that drivers would hang on to the high gear, once they had managed to climb to it, a habit Henry Royce deplored, particularly since it caused the "overdrive" top gear used in the early 40/50 hp Rolls-Royces to develop noises which ran contrary to the Company's ideal of silence and refinement. Royce then equipped his car with three-speed gearboxes of ratios considered suitable for any contingency.

For the 1912 Austrian Alpine Trial James Radley was a private entrant in chassis 1930E, but on the first day he failed on the Katschberg Pass, although he was able to re-start once two passengers had alighted. To atone for this disgrace Rolls-Royce Motors developed a four speed gearbox of "proper" ratios, and entered three Team cars for the 1913 Austrian Alpine Trial, with Radley again a private entry, driving 2260E.

Radley also won the 1914 event with 18PB, and was still actively driving during the 50<sup>th</sup> Anniversary celebration of the 40/50 hp in 1957; Barrie Gillings took colour photographs of that event, and some appeared in our 13-3. 18PB was built with a high performance in mind, with a 70 hp engine, and Radley's own coachwork company, Portholme, built a very stark and light



*The New Zealanders on their way to the 2013 Alpine Trial stopped at the French town of Le Quesnoy, about 80 kilometres from Calais, and here they are inspecting the ancient town walls. The town had been occupied right through the First World War by German soldiers, and in the last engagement of the War by New Zealand troops, a week before the Armistice of 11 November 1918 the 3<sup>rd</sup> New Zealand Rifle Brigade, rather than destroy the town walls by artillery fire, used the Medieval method of storming the ramparts, using ladders built by British sappers. Andrew Fox's grandfather was among the New Zealanders who are remembered by the town of Le Quesnoy, where Anzac Day is celebrated each year. Andrew has very hospitable friends there, who held a lunch which started early and finished late.*

Collecting the New Zealand cars from the hamlet of Chedburgh in Suffolk when they emerged from the container they shared was easy, just normal starting procedure for a Silver Ghost, and then the cars headed off to Dover through dauntingly heavy traffic.

Once on the Continent the traffic was much lighter, and they headed towards Arras, then Le Quesnoy, and eventually St Moritz in Switzerland was reached, where the Trial started on Friday 21 June, after a free day there. There were actually three rallies, with the cars meeting periodically; the RREC, the 20 Ghost Club, and a more informal independent tour, organised by Graham Mead. Len Meades, whom many will remember from his organising the 20/25 Tour here a few years ago, was part of the RREC support team.

The first day finished at Riva del Garda, on Lake Garda, after 134 miles. The first pass was the Bernina, of 2328 metres, then a descent to Poschiavo on a very narrow road, crossing the border to Italy at Campocologno. The border control stopped the cars, but only so they could photograph them. Through Stazzona and over the Aprica Pass of 1181 metres, where the large number of buildings, despite the high altitude, made an impression. There was a slight glitch where the directions differed from reality around Edolo and Cedegolo, apparently because the roads had changed since the organisers travelled the course, but consultation among the competitors had a good result. At the village of Pescarzo an elderly man sat outside his house, oxygen mask on, obviously enjoying watching all the Silver Ghosts pass him.

The Croce Domini Pass of 1892 metres was a challenge, being very narrow with many hairpin bends. They found other drivers courteous and helpful at all times, and the many motorcyclists



*In the tyre treads of Dornford Yates's characters, a typical picnic stop in France en route to the Centenary Alpine Trial door-less body. This was replaced in 1915 by a Brewster body when the car went to America, and the remains of 18PB were discovered on a Connecticut farm in 1999. New Zealander Steve Littin has built a replica of its Portholme body, and he appeared with the car on page 9 of our 13-4 in Susan Littin's photograph.*

seemed to feel a particular affinity with the cars on the Trial.

At Ponte Caffaro the cars turned off the main route to drive through Storo, this being the original 1913 route to Riva del Garda. The last pass of the day was Ampolo, at 747 metres, followed by six hairpins and a 10% de-



*The Juileri Pass, on the way to the starting point at St Moritz*

scent, into Riva del Garda for a 6 pm arrival after a long day.

At Riva del Garda the Tours met. In 1913 the organising automobile club held a firework display, and 100 years later Rolls-Royce sponsored the event, as well as a Gala Dinner that evening.

Saturday 22 June was a free day in this beautiful area, and at 8:30 on Sunday morning the cars departed to Canazei. The architecture changed to an Austrian influence through the towns of Mori, Calliano (where a coffee stop seemed to cause a happy disruption to the inhabitants) and Folgaria as the border was approached. There was an interesting climb to the Sommo Pass at 1343 metres, then the d. Fricca Pass of 1113 metres, the Brocon Pass at 1616 metres, and the Gobbera Pass of 988 metres, with a particularly

narrow clearance in one village. The Rolle Pass was 1984 metres, with more than 40 hairpins, and the highlight was being beside The Matterhorn, viewed from the Italian side in the Dolomites.

The day's driving was 135 miles, which seemed light, but it was a challenging drive before the night stop was reached at 4:30, giving the competitors some time to enjoy the town of Canazei, where all the buildings seemed to be painted yellow. Although it was raining, the temperature was mild.

During the night a storm struck, and in the morning there was fresh snow about, including a dusting on the cars. Some of the high passes were closed as a result, so half the day was spent on auto-bahns before reverting to the planned route and some more tight squeezes through villages, one seeming to be undergoing repairs. The accommodation was at Velden in Austria, which served as the base for the next day, Tuesday 25 June, which was a 176 mile tour through Slovenia, and an early start with a packed lunch. They found this small country most interesting; so small is Slovenia that the Tour route popped back and forth into Italy, and again there were passes to traverse, the Wurzen at 1073 metres, and the Predil of 1156 metres. The Loibl Pass of 1367 metres was the most challenging, with a 23% descent for 2.4 miles, to return to Austria.

The next day, Wednesday 26 June, was a comparatively short run of 121 miles from Velden to Graz, with only one pass, Magdelensberg of 1347 metres, and along the way competitors could enjoy some wide views, although much of the distance was spent on motorways, where in an open car the constant noise is a burden.

A relatively small distance was covered the next day, 101 miles, but mostly on interesting "B" roads, to the two-night stop at Baden, within easy visiting distance of Vienna. The six New Zealanders travelled there on the rest day in John Chamberlain's car, and



*Starting from St Moritz, chassis 26TM, 1924 Laundalette by Charles Clarke & Son*



*(Above) During the free day at Riva del Garda, 60ZG beside Lake Garda  
(Below) Rolls-Royce Motors' image of the fireworks display they sponsored at Riva del Garda*





*The Loibl Pass into Slovenia, virtually unchanged in 100 years, and from here a descent of 23%*

walked many miles, enjoying the architecture and sculpture, returning to Baden for a quiet dinner at the hotel and a rest for the feet.

The next day was mostly spent on motorways, travelling to Anif, close to Salzburg, but by using the GPS some time was spent on very small roads, following a horse and cart for 10 very enjoyable miles. Another night at Anif followed the free day there, with the boys visiting a car collection, some girls a garment factory, and others just walking, meeting up for lunch and a bus trip into Salzburg. This was Sunday, and most shops were closed.

On Monday 1 July 170 miles were to be covered, and more passes to be traversed, starting with one hardly noticeable at 550 metres, then Tauern at 1739 metres, and Katschberg of 1641 metres with 15% gradients but no tricky bends. The Porsche Museum at Gmund was a welcome stop after 3 hours of motoring, but, since many cafés are closed on Mondays, it was easy to go hungry. The Tour crossed

again into Italy, to stay in Toblach in the Italian Tirol. Cars were parked at The Grand Hotel, and the local mayor held a reception there; competitors stayed at The Grand in 1913, but since it is no longer an hotel, there was a hundred metre walk to the 2013 hotel.

From Toblach on 2 July the route avoided autobahns and there were several tunnels, and more of these, which also guard against avalanches, were encountered after the 1357 metre Brenner Pass, to the return to Austria. For those of us still not entirely comfortable with metric measure, the road now ran at over 6000 feet, with sharp bends and gradients to the skiing resorts of Sölden and Untergurgl, and to the summit of Timmelsjoch, 2509 metres. For Bruce, this and the next day were the driving highlights of the event. The crew of 47YG were far enough ahead of the other New Zealand cars to be able to ambush them with snowballs at the summit; again, there was a precedent, for 100



*At Salzburg, Austria, 1913 Double Limousine by J. Black, chassis 44NA; and 1910 Roi des Belges, chassis 1278*



*A check on Smith & Waddington Tourer, chassis 64EU; and a gathering where it looks as if John Stewart's Silver Dawn Park Ward Coupé has joined the party*

years ago the Rolls-Royce Team had such a commanding lead that they were able to have a snowball fight after one climb. The overnight stop was at the town of Meran, where the mayor held a reception in the piazza.

The next day's drive was the final day of competitive driving, 102 miles, incorporating the Stelvio Pass of 2758 metres, but there was an alternative to this very challenging drive; there was a precedent, too, in that in 1913 the Swiss authorities would not allow motor vehicles to use their side of the pass.

What can those of us who have never had the experience say about the Stelvio? Philomena's photograph captures it wonderfully, and only the cars ascending give some idea of the scale, add-

ing a third dimension to what could seem like a scene painted on a backdrop. Bruce and Philomena had a video camera mounted on the nearside windscreen pillar, and it is obvious that Bruce's technique where the corner was too tight to take in one sweep was to let the car roll backwards enough to attain the correct angle to restart, all in an apparently seamless process. As a tight bend was approached, Philomena would stand up to check for approaching traffic, so that they could plan their tactics. The descent from Stelvio Pass had some very tight hairpins, calling for great care and planning, and then the route went over the Umbrail Pass of 2503 metres to enter Switzerland. Again, the descent was very narrow and steep, calling for low gear and par-

